

LABOR WAR AT HOMESTEAD

ANOTHER BIG STRIKE IN THE CARNEGIE WORKS IMPENDING.

THE ISSUE RECOGNITION OF THE AMALGAMATED ASSOCIATION—BOTH SIDES APPEAR UNYIELDING.

Pittsburgh, July 1.—There now seems to be no doubt that there will be an extensive strike at the big Homestead plant of the Carnegie steel company. Whether or not the contest will be as bitter as that which began on July 1, 1892, remains to be seen. The question at issue is practically the same as in 1892—recognition by the company of the Amalgamated Association—and the men seem determined to stand by their union to the last. The company, on the other hand, has announced decisively that no Amalgamated Association men can have employment in its plant.

The present trouble was precipitated yesterday, when a committee of thirteen, representing the Homestead Lodge of the Amalgamated Association, went to Superintendent Corey to demand the reinstatement of the fifteen union men who had been discharged at one time or another in the last three weeks. Mr. Corey and President C. M. Schwab received them in the company's office, and not only discharged them, but informed them that they could not go back into the mill to get their dinner buckets. This action of the company incensed the Amalgamated people, and they immediately took steps to get their members and sympathizers out of the mill. The result of this movement is somewhat in doubt, as the men say they have been successful in having at least 500 skilled steel workers quit work, thereby seriously crippling the mill.

STATEMENT BY THE COMPANY.

The company, however, contrary to its usual custom, made an official statement through the newspapers to-day, as follows:

With reference to the reported strike last night at the Homestead Steel Works, it was stated at the office of the Carnegie Steel Company this morning that the mills were running full during the night and are running full this morning, and that none of the employees left the works during the night, as was reported.

A number of workmen have been discharged, including a committee of thirteen which called upon Superintendent Corey yesterday to require the reinstatement of men previously discharged for cause. The plant will close down at noon to-day, as was usual on Saturday.

The workmen assert that the strike will assume greater proportions next week, as the men who worked night turn this week will then take a hand. These night-turn men quit work at 6 o'clock this morning, and will not go on until Monday. After quitting work this morning night-turn men lingered on the street corners and discussed the situation in little groups with evident uncertainty. They were close-mouthed about their intentions.

There was a noticeable quietude in the borough throughout the day, notwithstanding the fact that it was the semi-monthly payday at the Homestead plant. The paying began this morning, but there was no disorder or unusual excitement. There are sixty-five hundred men now employed at the Homestead Steel Works, of whom two thousand are skilled workmen, eligible to membership in the Amalgamated Association. The remainder are machinists and other craftsmen and laborers. It is said by some that none of the employees who went through the troubles of 1892 are in favor of the present strike.

WORKMEN HOLD A MASS-MEETING.

A mass-meeting of workers was held to-night in a vacant lot at Eighth-ave. and Dixon-st. It was largely attended, and addresses were made by Benjamin I. Davis, the new assistant president of the Amalgamated Association; Secretary John Williams, Treasurer John Pierce and others. President Theodore J. Shaffer is still sick at his home, and was not able to be present.

NEW SCALE YEAR BEGINS.

ALL THE TINPLATE MILLS ARE IDLE, AND FIFTY THOUSAND MEN OUT OF WORK.

Pittsburgh, Penn., July 1.—The new scale year of the Amalgamated Association of Iron and Steel Workers began to-day, with a better record for the union than has been made for more than half a dozen years. Nine individual firms, the representatives of the American Hoop Company, Republic Iron and Steel Company and the Iron and Steel Manufacturers' Association, have signed the scale year, and a number of other signatures are expected before the day closes. Of the nine individual firms signing, five have been running non-union for a number of years, one had been idle for seven years, resuming late in the winter; one is a new mill and another has never been any larger than a union mill.

The last men to sign the scale year were the Hyde Park Iron and Steel Company, of Hyde Park, Penn. The mills that have not signed, but at which scales have been presented, are Spang, Chalfant & Co., the Pittsburgh Forge and Iron Company and Moorehead Bros. & Co.

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As the result of the failure to agree upon the scale year, the tinplate mills in the country are idle to-day, barring four non-union plants, and nearly fifty thousand skilled and unskilled workmen are out of employment pending a settlement.

MEN SEEK AN ADVANCE.

Pittsburgh, July 1.—About one hundred "roughers" employed at Jones & Laughlin's mills struck to-day for an advance of 25 per cent. This necessitated the shutting down of the seven guide mills and the throwing out of employment of two hundred men.

The firm says that the men violated an agreement made a year ago to work eighteen months at the present rate, but the workers declare that the agreement was never signed by the firm. The "roughers" men threaten to join the strikers to-night.

FIRE DISTURBS IMPERIAL HOTEL GUESTS.

BLAZE IN A CHIMNEY CAUSES A LITTLE EXCITEMENT AND FIREMEN ARE CALLED.

The Imperial Hotel, at Thirty-first-st. and Broadway, had another slight fire scare yesterday afternoon. It was occasioned by some soot in one of the chimneys at the rear of the house. Little damage was done. The fire was in a flue of Muncie's restaurant, back of the hotel. The chimney, it was explained, becomes a single-flued chimney near the top of the house.

It was about 5:15 o'clock when it was discovered that there was a fire in the chimney. The smoke could be detected by the porters in the upper stories, and one of them ran out on the roof and saw that a chimney was smoking furiously. He descended into the hotel again and shouted down a tube to the desk that the chimney was afire. The clerk sent a porter out to sound the fire alarm and the firemen responded in a few minutes.

By this time the chimney was smoking badly, but hotel employees had begun to throw salt down the flue, and the fire soon was put out, but this did not cause excitement among the guests, as the hotel has been so often in the same predicament. A few of the women guests of the hotel hurried down to the lobby and made anxious inquiries. They were reassured and they returned to their apartments. A large crowd gathered outside the hotel when the firemen arrived.

About six weeks ago there were two fires in rooms close together in this hotel, which were regarded as of somewhat suspicious origin.

WESTLICHE POST.

To-day's issue of the Westliche Post, in St. Louis, contains a full page of news from New York. A model up-to-date American newspaper in all its features.—Adv.

TO CONFER WITH EMPLOYEES.

PRESIDENT ROSSITER AGREES TO RECEIVE A DELEGATION TO-MORROW.

COMMISSIONER WEBSTER CALLS ON THE PRESIDENT OF THE BROOKLYN RAPID TRANSIT COMPANY AND ARRANGES FOR THE MEETING.

As the result of an agreement entered into yesterday afternoon between William H. H. Webster, labor member of the State Board of Mediation and Arbitration, and President Rossiter, no developments will take place in the situation on the Brooklyn Rapid Transit system until after to-morrow. Mr. Rossiter and Commissioner Webster met yesterday afternoon, and after a somewhat prolonged conference Mr. Rossiter consented to receive a delegation of employees some time to-morrow. The men will not attend as representatives of the union, but on behalf of the employees of the company. The delegation will place before the president the changes which are sought for, and it will then depend upon the reply to those demands what action will be subsequently taken by the men. Both John N. Parsons and Mr. Webster said last night that no further movement would be made until after to-morrow, and that consequently any strike talk in the mean time would be mere vapor.

In some of the afternoon papers yesterday it was stated that when Mr. Webster visited President Rossiter's office in the course of the day the door was closed in his face. It was asserted that Webster was not admitted, because the company declined to treat with any one other than its own employees. Mr. Webster last night denied that he had been in any way affronted. On the contrary, he said, he had a long and satisfactory talk with President Rossiter. Mr. Webster explained that when he called on the president the office was filled with people, and, not desiring his room to be crowded any more than it was, Mr. Rossiter ordered the door to be closed for a while. Mr. Webster was not, however, excluded, as was shown by the fact that it was the office which was filled with people, and that Mr. Rossiter made the agreement to receive a delegation of employees to-morrow.

THE SITUATION IN MANHATTAN.

SOLUTION OF THE PROBLEM HERE TO DEPEND ON THE OUTCOME IN BROOKLYN.

Although no demands of any kind, according to the officials of the company, have yet been made by the Metropolitan Street Railway employees, there is no doubt that the new union is daily increasing in membership. John N. Parsons said last night that no strike would be permitted on the street railways in New York City until every other means of obtaining what the men ask has been exhausted. "However," he went on, "the situation in Manhattan will depend largely on the settlement secured in Brooklyn. Commissioner Webster will not be asked to take up the Manhattan question until he finishes in Brooklyn. Then the same course will be followed with reference to the Metropolitan Traction Company. In these cases the committee waiting on the companies will be from the companies' own employees, and in no manner will a recognition of the organization be sought for, either as a local body or in general."

H. C. Du Val, a director of the Brooklyn Heights Railroad, said yesterday: "If Mr. Parsons and Mr. Pines would cease to break the ten-hour-a-day labor law by overworking their jaws there would be no trouble on the Brooklyn Rapid Transit system. The combination of these union men and the yellow journals is doing a great deal more harm than they can possibly comprehend to a great many honest, hard-working men who have been in the road. There is no need of a more liberal and honest management, nor more cordial relations between employer and employee, than between the Brooklyn Heights road and its men. But for these men, and a few of the miscellaneous Section of the Central Federated Union refused to receive the delegates of the new street railroad employees union without first investigating the constitution and make-up generally of the new organization. A committee was appointed to make the necessary inquiries. Mr. Parsons said yesterday afternoon that a conference would take place between the union and the company, and that the proceedings would be secret. If such a meeting did take place last night, care was taken to keep it from public knowledge. Neither at No. 110 East from public knowledge. Neither at No. 110 East from public knowledge. Neither at No. 110 East from public knowledge.

Two companies of militia, both of the 4th Regiment, were ordered to proceed to Carvilleville to take charge of the operations to disarm the strikers and to keep the peace. The day 120 stands of arms were property by express from the Mount Vernon field to the company men at the Mount Vernon field. The day 120 stands of arms were property by express from the Mount Vernon field to the company men at the Mount Vernon field.

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DREYFUS SEES HIS WIFE.

AN AFFECTING MEETING IN THE PRISON AT RENNES.

FOUND HER HUSBAND WITH BEARD AND HAIR WHITENED AND BODY SHRUNKEN AND STOOPT—THE LANDING AND KIDE TO RENNES.

Rennes, France, July 1.—Dreyfus arrived here at 6 a. m., via L'Orléans and Redon. The prisoner appeared to be in good health. He wore a blue suit, a gray overcoat and a soft-felt hat.

The governor of the prison sent Mme. Dreyfus the news of the arrival of her husband, and she immediately went to the governor and asked permission to see the prisoner. Leave being granted, the faithful wife entered the prison almost unobserved and was conducted to Cell No. 830, accompanied by Mme. Huet.

The meeting between the long-parted husband and wife can be better be imagined than described. Naturally it was most touching. Both Dreyfus and his wife were deeply affected. They remained long clasped in each other's arms, tears and smiles mingling with tender endearments.

Mme. Dreyfus issued from the prison in a state of collapse. She found her husband much aged, with beard and hair whitened and body shrunkened and stooped. She said Dreyfus knew nothing of the events of the last two years. The weeping wife acknowledges the courtesy with which she has been treated. The gendarme who was ordered to be present at the interview carried out instructions, and kept at a discreet distance.

THE LANDING AT QUERON.

The landing of Dreyfus at Quiberon was almost unnoticed. At 9 o'clock yesterday evening the guardship Caudan put to sea to meet the Sfax, which had been sighted. The unusual bustle attracted many people to the harbor, but as they saw nothing the crowd dispersed. The only persons remaining were those who knew where the prisoner was to be landed.

The weather was most stormy, and for a time it was feared it would be impossible to effect a landing. For hours the lights of the Caudan and the Sfax were plainly visible, as the vessels pitched and rolled. It seemed impossible to approach them in the rough sea.

On the landing stage were M. Vigile, the chief of detectives; M. Hennion, a Commissary of Police, and a force of gendarmes and police inspectors.

At 1 a. m. a cutter, manned by ten men and in charge of a naval officer, put off from the Caudan and went alongside the Sfax. Thence the boat with Dreyfus in it was rowed to the shore, where Dreyfus was landed at 1:30 a. m. A company of infantry was drawn up on the landing point. Dreyfus was immediately placed under the guard of a captain of engineers and a sergeant and corporal of gendarmes, who formally handed the prisoner over to M. Vigile. The latter then entered a landau with Dreyfus and two detectives and started for the railroad station, which was reached without incident.

HELD UP BY A HEALTH OFFICER.

Dreyfus did not speak a word. He personally opened the door of the compartment of the special train, consisting of three carriages and a baggage car, which was in waiting. As the train was about to start the local health officer refused to permit Dreyfus to leave, on the ground that he had just arrived from the colonies. The matter was quickly arranged, however, and the train proceeded. Dreyfus was visible only for a moment to the reporters.

The train stopped at Rabatel, three kilometers from Rennes. There the party alighted and quickly entered a carriage drawn by two splendid horses, which immediately started at a sharp pace. It was then 5:34 a. m. At the level crossing of the line a wagonette containing the Prefect of the Department of Ille-et-Vilaine and three inspectors joined the party.

An amusing incident occurred there. The woman in charge of the crossing, when told that if she watched she would see Dreyfus, asked: "Who is Dreyfus? I have never heard of him!"

THE ARRIVAL AT RENNES.

The drive from Rabatel to Rennes was without incident. Owing to the precautions taken the prisoner and his escort passed unnoticed in front of the Arsenal. Workmen reading the posters there did not turn their heads, little suspecting who was passing. The clock was striking 6 when the crowd, which had been waiting since midnight around the prison, the people beginning to think themselves the victims of a practical joke, saw a landau surrounded by gendarmes beyond the station. Then they all cried with one voice:

"There he is!"

At this cry the people started off to meet the carriage, and suddenly troops and mounted gendarmes hurried madly forward, yelling and shouting as if accompanying a fire engine instead of escorting a prisoner. The carriage was driven so fast that it covered the distance in a few minutes, passing the watchers like a flash.

The gates opened suddenly, and about twenty gendarmes rushed out and barred the street, pressing back the crowd with rifle stocks.

The transformation from tranquility to a wild scene of gesticulation almost defies description. The suddenness of the movement stupefied everybody as much as, apparently, it did the prisoner, whose face showed from the quickly passing carriage. Beyond the exclamations of surprise and curiosity there were no cries of any sort raised. Preceded by his guards, Dreyfus entered the prison, was formally consigned to the care of the Governor, and was taken to a cell on the second story.

Though rain fell heavily all night, the sun shone out brightly when Dreyfus entered the prison.

THE SFAUX AT REST.

Brest, France, July 1.—The Sfax has just been sighted passing Sein Island, about three hours distant, outside of Brest.

The landing of Dreyfus at Quiberon was a complete surprise to the Admiral and other authorities here, who even now have not been officially notified of the fact.

When the Sfax arrived in the harbor Admiral Barrera refused all requests for permission to board her to-night, and gave orders that nobody is to embark for or disembark from the cruiser until to-morrow. Little interest is now displayed here. Only a few people are clustered about the quays and promenades overlooking the harbor.

The Sfax had several plates and her bulwarks slightly damaged by the heavy bumping of the Caudan against her sides when Captain Dreyfus was transferred, the sea being very rough. The only incident on the arrival of the vessel at Brest was the cheering by two sloops manned by boys belonging to the training ship Borda, which passed the Sfax as she was proceeding to her moorings.

Commander Coffiniere landed alone this evening, and proceeded to the residence of Admiral Barrera, with whom he had a half-hour's interview. In the course of a conversation had

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CHATEAUX EXCURSION.

210-00 round trip by Erie Railroad, July 1. Tickets good until August 31st for return.—Adv.

THE NEW-HAVEN'S FUTURE.

IT LIES IN THE HANDS OF CENTRAL AND PENNSYLVANIA.

BELIEF IN THE RAILROAD WORLD THAT THEY HAVE AGREED ON THE DISPOSITION OF THE PROPERTY.

Now that the lease of the Boston and Albany by the New-York Central is assured, and it is practically certain that the Fitchburg will soon drop into the lap of the Central, the keenest interest is being taken in the ultimate disposition of the New-York, New-Haven and Hartford Railroad Company. The New-York Central by the Boston and Albany merger has turned a neat corner on the New-Haven, which was buying up everything in sight in New-England. The Central is now so securely entrenched in New-England, with a Boston terminal, that the acquisition of the Fitchburg is regarded as only a matter of time. Influential officials of the Vanderbilt system admit that already negotiations are under way for control of that road.

In this rapid growth and reaching out in the New-England railroad field the New-York Central, railroad men agree, has completely eclipsed the New-Haven, and in taking the Boston and Albany it captured a property that the New-Haven wanted and was reaching for, and at the same time secured a leverage for a strong competition with the New-Haven in New-England. Hemmed in as it now is, the New-Haven has come to be in the railroad world what China is in the struggle of the Powers. Its partition is apparently not far off, and the Tribune is in a position to announce that already its value has been appraised by the keenest and ablest railroad operators in the country, and that steps are already being taken to get control of the road. The New-Haven, so it was learned from an authoritative source yesterday, will in the end be disposed of just as the two great railroad systems of America may elect and determine, and they are already talking over terms.

The New-Haven will, it is said on excellent authority, be disposed of by the New-York Central and the Pennsylvania, the understanding between which two powerful railway systems is declared to be absolute. When the New-York Central undertook the lease of the Boston and Albany A. J. Cassatt, president of the Pennsylvania Railroad Company, and S. M. Prevost, the third vice-president of the same system, were called into the meeting and advised of all the conditions of the lease. It was demonstrated to them, it is reported, that it was a move in no way antagonistic to Pennsylvania interests, and they entered no objection to the transaction. While the New-York Central has recently made many changes and entered into consolidations and contracted leases, the Pennsylvania has been as a whole inclined to stand by its old and well-known conservative policy. The election of A. J. Cassatt as president, however, is looked upon in railroad circles as bringing to the front a man of more liberal views, and one who was likely to branch out, and it is understood that he has fallen into the Central's programme of absorption with encouraging promptness.

SLIT IN THE NEW-HAVEN BOARD.

It is no secret in the railroad world or in Wall Street that there have been serious dissensions in the Board of Directors of the New-Haven. There are two factions in the Board, known as the Clark men and the Central men. The friends of C. P. Clark, the president, have resented bitterly, it is alleged, what they call the domination of the Central men in the road. On the other hand, it is understood, the Vanderbilt interests and J. Pierpont Morgan have been increasing their holdings in the road, and it is generally believed that it is only a matter of time until the Morgan and Vanderbilt interests will dominate, and when they do the New-Haven will be taken over. It is understood that in this plan to get control of the New-Haven the Central interests have the advice and co-operation of the Pennsylvania, with which they are on such good terms, and that when the road is finally secured it will be divided just as the two systems may agree. Both have close connections with the New-Haven, and it could be divided between the two in a satisfactory way.

Charles P. Clark, president of the New-York, New-Haven and Hartford Railroad, reached home from Europe yesterday on the American Line steamship St. Louis. When he went away five months ago he was broken in health and worn out. He returns much strengthened, and will at once again assume active charge as president of the New-York, New-Haven and Hartford Railroad. He would not discuss railroad matters. He said he knew of no change in the management of the New-Haven, and of no plan for the absorption of the New-York, New-Haven and Hartford Railroad by the Central men, acting as president, came down to meet Mr. Clark. He talked a little. "The story about the Vanderbilts absorbing the New-Haven is not true, and I do not know where it originated," he said. "The lease of the Boston and Albany will not affect the policy of the New-Haven. The New-York Central, with which we have close traffic connections, would not touch anything in the New-Haven. I know nothing of these reports."

In Wall Street yesterday New-York Central was strong and steady, while Pennsylvania was weak and fluctuating, and on unusually large dealings for that stock went up almost four points. The fact of the Boston and Albany merger was generally known, and the New-York Central stock rose and the whole transaction was anticipated, and the stock had no remarkable rise upon the announcement. Central fluctuated between 140 and 140½, closing at 140½. Pennsylvania, on the other hand, opened at 134, ran sylvia, and closed there. The buying was said to be by inside interests, and was very heavy for a half-day. Wall Street had been awakened to the realization that the Pennsylvania and the New-York Central have now come to a perfect understanding, by which they will divide between them all this Eastern territory and absorb all competing properties.

COURSE IN THE STOCK MARKET.

New-York Central has since January 1 ranged between 144½, on March 29, and 121½, on January 3. In the last two weeks it has had an advance of nine points, and in the week ended yesterday of five and a quarter points. Pennsylvania touched its lowest figure of the year, 122½, on January 3, and its highest quotation, 142½, was registered on January 23. On June 14, it was at 140½, and yesterday it closed at 134½, an advance of six and a half points for the week. In these figures it appears that both the important railway stocks have within the last fortnight had important advances, bringing up to the level of the New-York Central. The New-York Central, however, is one of the inactive stocks, little of it being available for speculative uses in the stock market. The last quotation for it was 218 bid, 220 asked. Its range this year has been between 190, on January 19, and 222, on April 20. The New-York Central system operated a line of 21,000 miles, and had a net income of \$1,116,000,000. It has a network of branches covering Southern New-England, and a few years ago it secured control of the Old Colony Railroad system, with its headquarters in Massachusetts, and its lines in New-York, New-Haven and Hartford.

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MR. HANNA TALKS POLITICS.

PREDICTS THE RE-ELECTION OF MR. KINLEY AND HOBART.

REPUBLICAN PROMISES HAVE BEEN KEPT—DEMOCRATS ALL AT SEA—ENJOYING HIS REST.

London, July 1.—Senator Hanna completed the first ten days of his stay in England at Windsor, where he witnessed a military review this afternoon and caught his first glimpse of the Queen. He has enjoyed London immensely, and his health has been so greatly benefited that he has postponed his visit to Paris and Aix-les-Bains for another week. The Ohio Senator has had plenty of good company, including Senators Lodge, Hoar and Spooner, Samuel L. Clemens (Mark Twain) and Senator-elect Chauncey M. Depew, and it is expected that Richard Croker will give him an outing on the turf during the coming week.

LIKES OUTDOOR LIFE IN ENGLAND.

"I am delighted with outdoor life in England," Mr. Hanna said to a representative of The Associated Press to-day. "and with the wise methods, born of experience, which teach the leaders in politics and business to limit their working hours and take every opportunity for rest and recreation. I have felt like an American who has only a week to see the World's Fair, and have regretted every minute I have had to devote to rest. The immense crowds everywhere, the splendid gatherings at the polo matches and horse shows, and the proceedings in Parliament have interested me immensely."

"I have not talked American politics with English newspaper men, but I am free to say I believe the old ticket will be re-nominated by the Republicans next year, and that it will be re-elected. I anticipate little opposition to the first part of this proposition, and I have no doubt the American people will decide the latter part as they did in 1896."

"My reason for this belief is based on the fact that the United States is now entering on a renewed era of prosperity. Every promise of the Republican party has been kept. Every prediction has been fulfilled. There is not a man in the United States to-day out of work who wants work. This is the normal condition. Commercial prosperity is based on confidence, and the only thing which can destroy the confidence now prevailing is a change of administration."

"Are there persons who manifest a spirit of dissatisfaction with the course of events in the Philippines?" the Senator was asked. He replied: "To my mind, the conditions there are largely of our own making, in delaying the annexation bill."

PLIGHT OF THE DEMOCRACY.

"So far as the Democratic party is concerned, I believe it was never so much at sea as at present. The South is tenacious to its free-silver convictions, as are many of the trans-Missouri States. These are still under the sway of Bryan's personal influence, and will do all possible to renominate him on the free-silver platform of 1896. The power of wealth of the Democratic party is centered in New-York. Mr. Whitney, Mr. Croker and the rest felt they were invincible. They entered the Chicago Convention overconfident and undisciplined for the battle. To my mind, these conditions have now changed. The Democratic chairman, Senator Jones, is ill in Europe. Bryan's only weapon is free silver, and the strength and weakness of that weapon are now fully realized. Senator Gorman has seen the error of his ways, I think, and the Eastern Democrats will make a great effort to secure a new issue, and, if possible, a new man."

"The trouble about the anti-trust campaign is that they cannot make trusts a political issue. So far as amassing wealth in a manner to injure the public is concerned, the Republican party is just as opposed to it as the Democrats."

"Assuredly, the Democrats are at sea."

"Personally, I would like to fight the old fight against free silver; but, however, the lines of battle are drawn, you will see that the people determined to follow the course the President has laid down."

THE PAPERS RISE TO THE OCCASION.

The papers publish with all seriousness a story of Senator Hanna's visit to the House of Commons on Tuesday. He was taken to the House by Henry White, secretary of the United States Embassy, and, after listening to the open question of the debate, the Senator is reported to have asked:

"How much will a vote on this bill be worth?" "The St. James's Gazette" apparently availed itself of the opportunity to comment on this version of the Senator's visit to the Commons, saying he was "merely applying the standard of Washington to Westminster," adding:

"It will be understood by those familiar with the scandals of Congress that he put the question quite seriously."

MR. DEPEW'S CHEERY FORECAST.